

REMARKS

This amendment is in response to the Official Action dated March 7, 2005. Claims 1 and 16 have been amended. Claims 1-22 remain in the application with Claims 1 and 16 being the only independent claims. Favorable reconsideration, in view of the above amendments and accompanying remarks, is respectfully requested.

In paragraph 3 of the Official Action, the Examiner has rejected Claims 1-22 under the provisions of 35 U.S.C. 103(a) as being unpatentable over U.S. Patent No. 6,585,089 to Parker. These rejections are respectfully traversed in view of the amendments to the claims.

As amended, Claim 1 now defines the invention as a method for producing a brake component adapted for use in a vehicle brake assembly comprising the steps of: (a) providing a new brake component selected from the group consisting of a brake shoe and a brake rotor, the brake shoe including a friction lining having an outer surface having surface irregularities and the brake rotor including an inner cylindrical braking surface having surface irregularities; (b) applying a liquid binder material to at least a portion of one of the outer surface of the friction lining of the brake shoe and the inner cylindrical braking surface of the brake rotor; and (c) applying a coating material having frictional increasing properties to at least a portion of one of the outer surface of the friction lining of the brake shoe and the inner cylindrical braking surface of the brake rotor to at least partially fill in the surface irregularities thereof and thereby increase a contact area between the outer surface of the friction lining and the inner cylindrical braking surface of the brake rotor to thereby increase the green static coefficient of friction between the new brake shoe and brake rotor before any burnishing or other contact/wear of the brake shoe and the brake rotor has occurred. None of the cited references, alone or in combination, discloses or suggests such a method for producing a brake component as recited in Claim 1.

Specifically, the Parker '089 patent discloses a friction coating for a brake pad and a method for manufacture directed to a "break in" coating applied to brake pads to recondition an associated "used" brake rotor. According to Parker, a highly heat conductive material, such as copper, or other materials of relative consistency or

softness, is applied to the brake pad in the manner disclosed in the patent. As a result of this, during brake application, a protective layer is formed upon the rotor by pressure and heat generated during application of the brake pad to the rotor. Also, grooves, pits or other imperfections on the rotor surface are filled in by transfer of the primarily copper powder of the coating powder coating. (See col. 1, line 59 to col. 2, line 37). Thus, Parker merely discloses reconditioning a used brake rotor by forming a protective layer onto the surface of a brake rotor by transferring a copper powder coating, which has been applied to a brake shoe, by engaging the rotor with the brake shoes. Parker does not disclose or suggest increasing the frictional properties of the associated brake component. As stated in Parker at col. 2, lines 2-5, the “coated brake pads of the present invention are intended primarily for use with used rotors; as new rotors already have a smooth surface friction surface”. Parker clearly does not suggest or disclose applicants’ invention which is concerned with a “new” brake component surface having surface irregularities which prevents complete contact between the adjacent surfaces of the brake components prior to any burnishing or other contact or wear of the components. According to the present invention, a green static coefficient of friction between the adjacent surfaces of the brake components is increased by applying a coating material to at least a portion of the surface of one of the brake components whereby the coating material is operative to at least partially fill in at least some of the surface irregularities so as to increase the contact area between the surfaces of the brake components thereby increasing the green static coefficient of friction between the surfaces of the brake components when the brake assembly is actuated (see specification page 3, line 13-23). Thus, Parker clearly does not disclose or suggest a method for producing a brake component adapted for use in a vehicle brake assembly comprising the steps of: (a) providing a new brake component selected from the group consisting of a brake shoe and a brake rotor, the brake shoe including a friction lining having an outer surface having surface irregularities and the brake rotor including an inner cylindrical braking surface having surface irregularities; (b) applying a liquid binder material to at least a portion of one of the outer surface of the friction lining of the brake shoe and the inner cylindrical braking surface of the brake

rotor; and (c) applying a coating material having frictional increasing properties to at least a portion of one of the outer surface of the friction lining of the brake shoe and the inner cylindrical braking surface of the brake rotor to at least partially fill in the surface irregularities thereof and thereby increase a contact area between the outer surface of the friction lining and the inner cylindrical braking surface of the brake rotor to thereby increase the green static coefficient of friction between the new brake shoe and brake rotor before any burnishing or other contact/wear of the brake shoe and the brake rotor has occurred, as recited in Claim 1. Accordingly, it is believed that Claim 1, along with dependent Claims 2-15, are patentable over the cited references.

Independent product Claim 16 contains similar limitations to that of method Claim 1. Thus, for those reasons discussed above with respect to Claim 1, it is believed that Claim 16, along with dependent Claims 17-22, are patentable over the cited references.

In view of the above amendments and accompanying remarks, it is believed that the application is in condition for allowance. However, if the Examiner does not believe that the above remarks and amendments place the application in condition for allowance, or if the Examiner has any comments or suggestions, it is requested that the Examiner contact Applicants' attorney at (419) 255-5900 to discuss the application prior to the issuance of an action in this case by the Examiner.